

The Stikeen River Journal.

DEVOTED TO THE INTERESTS OF WRANGEL, SOUTHEASTERN ALASKA, AND THE ALL-CANADIAN ROUTE TO THE YUKON.

WHOLE NO. 25.

FORT WRANGEL, ALASKA, SATURDAY, JUNE 18, 1908.

PRICE, 10 CENTS.

TESLIN TRAIL ALL RIGHT

A Proper Outfit and Determination Can Win.

PACK ANIMALS NECESSARY

Considerable Work has Been Done on the Wagon Road.

Prospectors continue to arrive in town from Glenora and points beyond as far as Teslin Lake, bringing stories of failure to reach the golden regions beyond Teslin Lake. Failure not due, as many suppose, to the fact that the trail is impassable, or very hard to travel; but owing to misrepresentation on the part of transportation companies who have thus far been the only beneficiaries, from the thousands who left Wrangell to enter the unexplored regions below Teslin Lake via the Stikeen river route. This misrepresentation has reached a point far beyond what any person unfamiliar with the facts would dream of. The route from Wrangell to Glenora or Telegraph creek is an easy one during the season of navigation, but from Glenora or Telegraph creek to Teslin Lake the trail passes through a mountainous country nearly all the way and the distance is so great that it is impossible for a prospector to reach that point without pack animals. He may go through with a pack on his back, but he will find on reaching the Lake that he must return at once for more provisions, as there are as yet no provisions for sale at Teslin Lake. The Hudson's Bay company have pressed into service more than three hundred pack animals on this trail and are taking in supplies for their post at Teslin, but it will be fall before they will be ready to sell and then it will be too late to do much, if any, prospecting before the winter season begins. With pack animals the seeker for gold can land his supplies at Glenora or Telegraph creek and go straight through to Teslin Lake covering the distance in two weeks, provided of course he has good animals. The only other alternative is to have goods packed by one of the numerous concerns engaged in the business of packing. The price of packing from the Stikeen River to Teslin Lake has been forty cents per pound, although it is said that offers have been made to pack freight through by the next trip of the pack trains at figures as low as thirty cents, although, as a rule packers or their agents do not care to make a price in advance of the return to Glenora of the packers. During the season of 1897 packers carried freight from Glenora to Teslin at a figure as low as seventeen cents, but, unless the number of pack animals increase very soon or the quantity of freight offered becomes less no such price will be made for this season.

During the past winter transportation companies, especially the C. P. R., represented this route as being through a level country, easily traversed, with feed for horses everywhere in abundance. A wagon road was to be completed to Teslin Lake by April 15th, and a railroad by Sept. 1st. This and many other glowing accounts of the Stikeen route brought a great many people to Wrangell and Glenora who were unprepared to meet the conditions as they exist, but, who had they known the facts would have brought along an outfit sufficient to take them through, and instead of returning the prospectors would all be well on their way to the Yukon. The wagon road has proved a gigantic fraud, started in a luke warm spirit and ending in failure. The contractors have built a road from Glenora to a point one mile from the creek, known as Telegraph creek, and five miles from the town of the same name. They have also built seven miles of road along the side of Telegraph creek, leaving only one mile to be built in order to make a road of twenty miles which would be of great service, but which at present is of no value. The failure to build this wagon road to Teslin will remain a lasting disgrace to the entire Dominion of Canada.

Considerable work has been done on the pack trail by the Provincial Government and pack animals can go through with a load of 250 pounds. There is not an abundance of grass, but sufficient to feed all animals at present on the trail. The swamps and hills are a drawback, but not by any means unsurmountable.

It is hoped that the near future will see a wagon road completed through to Teslin Lake, but even now the Stikeen route, to a person conversant with the facts and properly outfitted, is an easy route in comparison with what a man should expect on a trip 180 miles through a mountainous country.

J. R. McKEAND.

LOCAL NEWS.

The steamer Casca, Capt. Hanson, left for Glenora last night.

The steamer Tartar sailed for Victoria on Wednesday last.

Read the new ad of Wilson & Sylvester in this issue. Look it up.

The opera house is at present in the hands of the U. S. Marshall.

A new frame house is being built on Second avenue by Mr. McCue.

The Standard oil company is figuring on putting in a plant in this place.

Wrangell weather is simply grand, and has been for the past three weeks.

Clark, Ingersoll & Weymouth have had a fine office desk built of Alaskan woods—spruce and red cedar.

F. W. Carlson is a graduate of the Chicago ophthalmic college, and can fit glasses to your eyes. Read his ad.

Inspector Aloft Slater spent a short season in town Monday, en route to Skagway on the steamer Al-Ki.

The City of Topeka arrived this morning en route to Sitka. The Topeka will run in place of the Queen hereafter.

The river steamers, Strathcona and Caledonia are kept constantly busy carrying supplies up the river for the Hudson's Bay company.

The new Wrangell hotel, owned by Messrs. Reid & Sylvester, is now fully completed and presents a fine appearance. It is one of the best hotel buildings in Alaska.

Fire was discovered in the southwest corner of Wm. Barker's cigar store Friday at 11 a. m., and but for the prompt action of the bucket brigade a serious fire would have been the result. The loss was about \$25.

Fred Salaman has a set of office furniture made of Alaskan red cedar and finished in natural colors. They were made by a friend of Mr. Salaman, who was here recently from England on a visit.

Ex-Secretary of State, John Sherman accompanied by his wife are now in Tacoma, en route to Alaska. They will visit all principal points of interest in this far away portion of Uncle Sam's domain.

The new wharf and warehouse of the Davidge company is completed, and ready for business. Several steamers now tie up to this wharf. The Richard III is alongside at present unloading coal.

"Chips" Cole is at the head of the party of wreckers on the Clara Nevada. He sent down this week for a diver. There is reported to be \$100,000 in Klondike gold in the safe of the sunken steamer.

FOR SALE—An account of three dollars and fifty cents against A. G. McBride. The money is due for repairing a watch for said McBride and is a just claim. J. P. LOWE, Watchmaker and Jeweler.

The steamer Alaska, Capt. G. A. Bell, returned from Juneau the first of the week with the barge Garnet in tow, after a successful trip with lumber. The barge is being reloaded and will return to Juneau within a few days.

A number of our citizens are out prospecting at present. Several good prospects have been located and the indications are that Wrangell will become the center of a great quartz mining district before another season.

Your attention is called to the new advertisement of the Hudson's Bay company in this issue. This company always keeps abreast the times, and is always found with a well selected stock of goods wherever enough people are found to warrant.

It is understood that typhoid fever has appeared among some of the Indian families in Wrangell, and unless steps are taken to prevent its spread, serious consequences may follow. The first thing necessary to do is to bring good, fresh, pure water into our town, and half the battle will have been won.

With regret we learn that Jas. Hilton & Wm. H. Armstrong, two well-known and popular employees of the favorite river steamer Victoriana have retired from the management of their respective departments and have left for Victoria to take up more lucrative positions. They have the best wishes of all who met them.

Old man Rice, who for several days past has been undergoing the juggling process by certain attorneys (?) left for Seattle Wednesday night on the Tartar where he will retain a lawyer to defend himself against the further persecutions of the gang. Mr. Rice has a talk to make when he returns that will be anything but music in the ears of certain individuals. It is highly probable that when Judge Johnson learns the true state of affairs in this case, he will promptly give Mr. Rice his honest due. The whole matter will be given to the readers of the JOURNAL in due time.

A man named Claw, the murderer of Burns and Hendritson on the Stikeen river near Glenora, about the 10th of April, was brought down the river on the Mono yesterday and transferred to a tug boat which lay out in the bay near the mouth of the river. He will be taken to Port Simpson where he will be held for trial.

We hear but cannot substantiate the report that the purser of one of our most popular steamboats whose name is not entirely unconnected with the Royal family is liable to be promoted. There is a society forming whose sole business is the object of attending to other folks' affairs, and as he has all the attributes of a good and efficient officer there is a general feeling among the members that he will make a good president.

G. W. Barrett and a man giving the name of Jack Wilkes were arrested this morning for the robbery of 1500 cigars from the store of Karl Koberslein, on Front street. The thieves effected an entrance to the store by unlocking the front door, which was only secured by an ordinary lock, which almost any key would fit. In the absence of a commissioner the men will probably be taken to Sitka to await the action of the grand jury.

PERSONAL.

Ex-Governor Dewdney arrived on the Amur to-day.

H. Shattuck, of Juneau, visited Wrangell this week.

John Sales left for Glenora yesterday to be absent about two weeks.

Dr. Stanton will leave for Klawak tomorrow to be absent for some weeks.

Mr. J. K. Smith, purser of the Skagit Chief, paid this office a pleasant call yesterday.

Mr. Baker, agent for the C. P. R. at Skagway, was a passenger on the Tartar for Vancouver.

Webster Brown, the surveyor, left on the Tartar Wednesday night for Seattle. He says he will return in about ten days.

W. L. Bryant of Seattle, who has been spending a few days in Wrangell returned to the Sound on the Tartar Wednesday evening.

Fred Hyde, formerly of Juneau, stopped a few hours in town Monday. Fred will go through to the interior, where he has some good prospects.

O'Donnovan Rossa, formerly of the firm of Rossa & Sales, returned from a trip to Glenora Tuesday and left on the steamer Farrallon for Skagway.

Mr. G. A. Prairie, formerly in business on Front street has sold his stock of goods to Mr. Chilberg, and left on the steamer Utopia Tuesday last for Seattle.

Mrs. O. B. Bernard, wife of the senior member of the firm of Bernard & Batchelor, arrived on the Elder from Portland, Oregon, and will make this her home.

Mr. Henry McDonald, of Seattle arrived in town on Thursday last and will remain for a few days. It is probable that he will decide to permanently locate in Alaska.

Mrs. Heil left on the steamer Rosalie Thursday, for Dawson City. Mrs. Heil has many friends in Wrangell who will regret to learn of her departure from their midst.

H. B. Carter, general agent for the C. P. R. at this place left on the steamer Tartar Wednesday, on a business trip to Victoria and Vancouver. He will return in about ten days.

B. A. Stephens, formerly employed on the JOURNAL staff, has severed his connection with this paper. Mr. Stephens is a very enterprising citizen and it is hoped that he will remain in Wrangell.

Fred Hughes, arrived Sunday on the Tartar from Vancouver with twelve horses, which he shipped on the steamer McConnell last Tuesday to Glenora. Mr. Hughes will run a pack train from Glenora to Lake Teslin.

United States Marshall Shoup, accompanied by deputies McNair, Cudahy and Hanlon, passed through Wrangell the first of the week, in charge of seven prisoners, en route to San Quentin. Marshall Shoup will only go as far as Seattle as business calls him back to Sitka immediately.

We Must Have Water.

Attention is called to the communication signed subscriber, in another column, in reference to a water supply for Wrangell. The suggestions are timely, and it is to be hoped that steps will be immediately taken by our citizens to furnish our city with good water. There is no reason why Wrangell should not have as good a water supply as any town in Alaska. The expense would be slight, and the protection it would afford against fire, would more than compensate the cost of putting in the plant. Boom the water works.

A SPORTY GLENORA BARBER

Who Imagined Himself a Bad Man.

HE USES A KNIFE SERIOUSLY

Glenora the Scene of Operation

Not long ago a tough individual from the Sound country arrived in Wrangell and announced that it was his intention to go to Glenora and open up one of the finest barber shops in Alaska. He made himself very conspicuous on our streets while here, giving the impression that he was a gambler of the old school. After a few days in Wrangell he went to Glenora. He had been in that town but a short time when he started in to fill up on Canadian rye, etc., and gave it out that he was a bad man.

He made the acquaintance of a man about town who happened to have a few dollars and together they proceeded to paint. The new acquaintance, it seems, could not stand as much "grief" as the "sporty barber," and the result was that he was laid out. This was the opportunity "Sporty" was looking for. No sooner had his new-made friend succumbed to that condition which inevitably follows the drinking of Glenora whiskey, than "Sporty" performed the "roll act," relieving his friend of about \$40. Making his way to the nearest gambling house he purchased chips to the amount of his capital and proceeded to play that system that never loses. But the system was wrong—it must have been a brace game—for "sporty" lasted quick, as the boys at the Warwick would say. Nothing remained for him to do now but to return to his friend (?) and make another "roll," which he attempted to do, but the friend had revived somewhat from the effects of his jag, and "sporty" had to resort to other tactics. He demanded more money but the friend refused, and a struggle ensued during which "Sporty" drew a dangerous looking knife and plunged it into his friend three times, inflicting wounds which may prove fatal.

An alarm was given and "Sporty" was rounded up and taken into custody. Charges of robbery, and an attempt to commit murder were preferred against him and he was locked up. The jail not being of modern build, the would-be assassin was put in irons, but during the night following he managed in some way to loose the irons and made his escape. Every effort was made to recapture the man, but up to the time of going to press no news had been received as to his whereabouts. It is thought he came down the river in a skiff and is probably concealed some place in Wrangell.

Theodore Carstens will leave this week for Medford, Wisconsin, in response to a message that his aged mother is very ill. Mr. Carsten will return to Wrangell in a short time.

When Traveling Take....

The Northern Pacific Railway

RUNS Pullman Sleeping Cars
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TO AND FROM
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A. D. CHARLTON, Asst. Gen'l Pass. Agt., Portland, Oregon
CHAS. S. FEE, General Pass. Agt., St. Paul, Minn.

Case & Wilson

Extend the GLAD to the citizens of Fort Wrangell and surrounding country, and will be pleased to see them at their new store on Front street. Their stock is varied and well assorted, comprising Dry Goods, Groceries, Clothing, Boots and Shoes, Shelf Hardware, Patent Medicines, Cigars and Tobaccos, Indian Curios, and a complete Line of Novelties.

Family Trade a Specialty.

Highest Prices Paid for Furs.

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(INCORPORATED 1670.) (INCORPORATED 1670.)

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STRATHGONA AND CALEDONIA

Running Regularly from

Wrangell to Glenora

Carrying Her Majesty's Mails. For Freight and Passenger rates apply to the Company's Agent on the

McKinnon Wharf

Store Opened at Glenora with full Stock of

Provisions, Groceries

Dry Goods

Wines, Liquors and Cigars

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Honest Goods at
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Store at Teslin Lake in Course of Construction will be Stocked as quickly as Possible.

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JOB WORK

TO SUIT THE TIMES

Owing to the general reduction of prices by landlords and merchants we will for the next 30 days give special rates for all classes of

JOB WORK

Call and get prices.

STIKEEN RIVER JOURNAL

The City Cigar and Tobacco Store

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CIGARS, TOBACCOS, CANDIES, FRUITS, STATIONERY, ETC.
Books, Periodicals and Monthly Magazines
Everything First-class.
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Samples sent me by Post Office will receive Prompt Attention.
REFERENCE—Novel Gold Mining Company, Juneau, Alaska.
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 One Year \$3.00
 Six Months 1.50
 Three Months .75
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 Foreign Postage must be Prepaid.

SATURDAY, JUNE 18, 1906.

And still Wrangel has no court.

If reports are true, there will be a great shaking up among certain legal lights in this community, when Judge Johnson takes them in hand.

The croakers are fast disappearing from Wrangel, we are glad to state. Croakers are a menace to the welfare of any town and their presence is not desirable.

It is reported that there is not a night but that from one to a dozen Indians are drunk on the streets in the lower end of town. The law against selling liquor to Indians is very strict but then we have no court, and how can we expect the law to be enforced?

Certain newspapers are doing Wrangel an irreparable injury by printing "scurrilous" articles of rich strikes near Glenora and Lake Teslin, conveying the impression that the pay dirt will run \$500 to the pan. No such strikes have been made, and it is a pity that the fool killer does not wait upon these would-be news gatherers and take them in.

The Secretary of War has ordered the "impressment" of the steamers City of Puebla, Queen and Senator for transportation purposes, and the chances are that these vessels will disappear from the Pacific Coast at once.—Seattle Times.

Cable Across Straits of Foca.

The new Western Union telegraph and cable extension to Victoria and Vancouver Island has been fully completed and today is working for the first time. This is the first direct connection that the Western Union has had with the towns north of Seattle along the west side of the Sound.

The new land line follows the sinuosities of the Sound coast from this city, circling around the head of the bay, then by a short sub-marine cable across to Bainbridge Island, and by another cable from the north end of that island across Agate Passage. By other short and long stretches and by cable across Hood Canal the line continues to Port Townsend and thence down the coast to Port Angeles. From there the cable extends under the Straits about thirty or forty miles to or near Victoria, where there is other connection by land lines further north.

The new rates in effect by reason of this added service are greatly below the old rates. The rate is now 40 cents for ten word messages with 3 cents per word for all additional and 30 cents and 2 cents per word additional night messages. The rates used to be 60 cents and 4 cents additional for such messages during the day, and 40 cents and 3 cents additional per word for night messages.—Seattle Times.

Build the Wagon Road.

British Columbia Mining Critic.

It seems practically certain that Messrs. Mann & Mackenzie are determined to decline the offered Provincial subsidy of \$4,000 a mile in aid of their suggested railroad between the northern coast of the Province and Teslin lake. They hold that without a further big grant of state aid, which they had fondly hoped to obtain from Ottawa, it will not pay themselves, as promoting intermediaries and railroad contractors, to make the necessary efforts to float the undertaking and thereafter carry it into operation. Messrs. Mann & Mackenzie want big money and small risk, and or once they are not to get the two. We cannot, therefore, say

that we in the least regret the failure of their project. The agreement, which was provisionally authorized on behalf of the Province, was, though based on a sound principle, by no means good enough, since it failed to secure during the almost certainly short, productive life of the proposed undertaking, more than about three-fourths of the necessary interest on the loan subsidy, and wholly failed to secure the yearly return from the railroad's receipts of the considerable additional sum for which the provision of a sinking fund in gradual redemption of the loan called.

The arrangement which Messrs. Mann & Mackenzie have declared no good enough for themselves, was assuredly not good enough for themselves, was assuredly not good enough for the Province, especially when considered in connection with the fact that the British Yukon Company is prepared to build a fine railroad from Skagway to Fort Selkirk. Over this, Canadian goods, duly bonded at the Alaskan terminus of the rail road, can shortly be carried as rapidly en route to the Yukon country from Vancouver or from Victoria as from Seattle. Then the very substantial British capitalist who are behind the British Yukon scheme, or apparently able and ready to carry it to completion, without first lobbying for a big Provincial subsidy and, after obtaining it, declaring that they "don't mean business," because they cannot also succeed in obtaining a still bigger grant in cash or kind, from the authorities of the Dominion, the revenue of which will most benefit by the opening up of the somewhat heavily taxed land and people of the Yukon. The best thing that the Provincial government can now do in the matter, and we believe that this should meet the requirements of the situation very fairly, is to make the best possible strongly corduroyed and well-bridged wagon road between the Stikkeen, river and Teslin lake. Along this in due course passengers and freight could thereafter pass and be carried, at such times in the year as are suitable for travel by the Stikkeen road and its associated lake and river navigations, very much as now happens in the case of travel to the more permanently encouraging mine country of old Cariboo. Let a good wagon road be built in from the Stikkeen this summer and few will be found to regret the lapse of a costly and promotion-burdened railroad only a small part of which would have been completed at best this year, whilst it would in all probability have been very late in the year of grace 1900 ere the necessary coast construction would have been added.

Dr. V. McALPIN.

DENTIST,

(20 years' experience)

SEWARD BL'K NEAR JOURNAL OFFICE
Fort Wrangel, Alaska**NOTICE TO MARINERS.**Dominion of Canada, British Columbia.
Rules for the Navigation of
Stikkeen River.

The Department of Marine and Fisheries of Canada has made arrangements for a system of signalling at Little Canyon, on the Stikkeen river, to prevent collisions therein. Immediately after the opening of navigation a station will be established at each end of the canyon, at which signals will be displayed for the guidance of vessels.

A white ball, or disc, hoisted to the top of a mast will denote that the channel is clear, and that a vessel may enter the canyon from the end at which the ball is displayed.

A black drum or square will denote that the channel is not clear, and a vessel must not enter the canyon on any consideration when the drum is displayed.

The drum and ball shown together will be a signal between the two stations for information of the signaller, and no vessel may enter the canyon when this signal is shown.

In the event of vessels approaching the canyon from both ends simultaneously, the upward bound vessel will be held below the canyon until the descending vessel has run the canyon.

One prolonged blast of a steamer's whistle will be a request to the signaller to show the all clear signal.

In any other part of the river within Canadian territory, if a vessel is warping up, a downward bound vessel must keep clear of her and her warping lines, stopping and tying up if necessary to prevent collision.

In the event of two vessels simultaneously approaching a place where warping is required, the upward bound vessel must allow the downward bound vessel to pass before running out her warping line. Two long blasts followed by two short blasts of a steamer's whistle will be a signal that she is actually engaged in warping.

These rules will be established by Order in Council under the provisions of Chapter 20 Revised Statutes of Canada, and amending orders, and will have the force of law. They are intended to supersede all rules, but are to be in addition to the ordinary rule of the road.

By Order,
W. M. P. ANDERSON,
Chief Engineer,
Department of Marine and Fisheries of
Canada.
Wrangel, 16th April 1906.

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We carry the largest stock of Groceries in the Province of British Columbia

All goods sold by us will be carefully put up in packages suitable for transportation on boats, sleighs or pack animals. We are sole agents for the best Patent Portable Yukon House and Camp Bed—both of the latest invention, and are prepared to sell them at a reasonable price. All papers for free entry of outfits into the Klondike required by customs authorities prepared by us free of charge.

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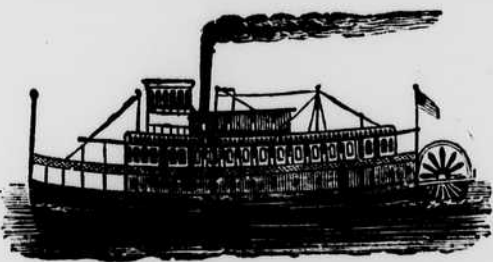
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Cigars and Refreshments

Lunch Counter Attached.

This house is centrally located, being within one block of both City Wharves.

HARRY DAY, Manager

Wrangel,

Alaska

CITIZENS OF WRANGEL.

You are requested by the Fort Wrangel Chamber of Commerce to use all due diligence and haste in clearing your door yards of any garbage and sewage which may be there, to place the same in a proper receptacle, and remove it to the beach at intervals of not less than three times a week.

By observing this, you will be doing your part towards saving our now healthy city from sickness and disease during the coming hot season. Very respectfully,
P. C. CAMPBELL, M. D.,
GEO. W. BLOOMHARDT,
PETER C. JENSEN.

Sanitary Committee for the Fort Wrangel Chamber of Commerce.
Fort Wrangel, Alaska, May 3, 1906.

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Assayer, Metallurgist and Analytical Chemist.

Samples sent me by Post Office will receive Prompt Attention.

REFERENCE: Novel Gold Mining Company, at Juneau, Alaska.

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The most complete stock in Alaska and our prices will compare favorably with those of Puget Sound and British Columbia Merchants. Canadians will find our prices on RIFLES, AMMUNITION, MINERS' TOOLS, etc. much lower than in their own cities.

We also have PAINTS, SASH and DOORS and the best TIN SHOP in Alaska, where we do

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STEAMSHIP "AMUR"

From Victoria to Skagway every twelve days; calls at Wrangel both ways.

STEAMER LOUISE...

Runs every Friday to St. Ilen Island from C. P. R. Wharf.

Steamers from Wrangel for Glenora and points up Stikkeen River.

Klondike Mining, Trading, and Transport Corporation, Ltd

—Opposite McKinnon's Wharf—

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BOUND NORTH				BOUND SOUTH			
Leave Seattle	Leave Wrangel	Leave Juneau	Arrive at Dyea and Skagway	Leave Skagway	Leave Juneau	Leave Wrangel	Arrive at Seattle
May 25	May 29	May 30	May 30	June 1	June 1	June 2	June 6
June 9	June 13	June 14	June 14	" 15	" 15	" 16	" 20
" 24	" 28	" 29	" 29	" 30	" 30	July 1	July 5
July 9	July 13	July 14	July 14	July 15	July 15	" 16	" 20

Above dates subject to change. For rates and particulars apply on board steamer

NOTICE

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Consisting of Groceries and Provisions, Clothing, Boots and Shoes, Rubber Goods, Mackinaws, and a Full Line of

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FORT WRANGEL.

ALASKA

A DARING DEED

Lieutenant Hobson Tells How He Planned the

SINKING OF THE MERRIMAC

While all the facts concerning the heroic undertaking of Lieut. Hobson and his seven men to dump the collier Merrimac, of 7,000 tons in the centre of the little channel entering the harbor of Santiago have been told, the particular plan which Lieut. Hobson himself laid out has not been published in detail before.

The following is the statement from Hobson himself as to what method he would adopt in carrying his undertaking to a successful end:

"I shall go right into the harbor until about 100 yards past the Estrella battery, which is behind Morro Castle. I do not think they can sink me before I reach somewhere near that point. The Merrimac has 7,000 buoyancy and I shall keep her full speed ahead. She can make about ten knots. When the narrowest part of the channel is reached I shall put her helm hard a-port, stop the engines, drop the anchors, open the sea connections, touch off the torpedoes and leave the Merrimac a wreck, lying athwart the channel, which is not as broad as the Merrimac is long.

"There are ten eight inch improved torpedoes below the water line on the Merrimac's port side. They are placed on her side against the bulkheads and vital spots, connected with each other by a wire under the ship's keel. Each torpedo contains eighty-two pounds of gun powder. Each torpedo is also connected with the bridge, and they should do their work in a minute, and it will be quick work, even if done in a minute and a quarter.

"On deck there will be four men and myself. In the engine room there will be two other men. This is the total crew and all of us will be in our underclothing, with revolvers and ammunition in water tight packing strapped around our waists. Forward there will be a man on deck and around his waist will be a line, the other end of the line being made fast to the bridge on which I will stand. By that man's side will be an ax. When I stop the engine I will jerk the cord, and will thus give the signal to cut the lashing, which will cut the forward anchor. He will then jump overboard and swim to the four-oared dingy which we shall tow astern.

"The dingy is full of life-buoys and unsinkable. In it are rifles. It is to be held by two ropes—one made fast at her bow and one at her stern. The first man to reach her will haul in the tow line and pull the dingy out to starboard. The next to leave the ship are the rest of the crew. The quartermaster at the wheel will not leave until after having put it hard a-port and lashed it so. He will then jump overboard.

"Down below the man at the reversing gear will stop the engines, scramble up on deck and get over the sides as quickly as possible. The man in the engine room will break open the sea connections with a sledge hammer and will follow his leader into the water. This last step insures the sinking of the Merrimac, whether the torpedoes work or not.

"By this time I calculate that the six men will be in the dingy and the Merrimac will have swung athwart the channel to the full length of her 300 yards of cable, which will be paid out before her anchors are cut lose. Then it is my time to touch the button. I shall stand on the starboard side of the bridge. The explosion will throw the Merrimac on her starboard side. Nothing on this side of New

York City will be able to raise her after that.

CHEERFUL AS SCHOOLBOYS.

The seven men who were to risk their lives in her were as cheerful as schoolboys on a frolic, despite twenty-four hours' hard work and sleeplessness. Coxswain Deignan, with professional pride, explained the several stations of the forlorn crew. Murphy was to cut loose the forward anchor and Daniel Montague the after one, and they were then to jump overboard and swim to the lifeboat which was towing astern. Phillips, Kelley and Crank were to stop the engines and knock away the kingston valves to flood the hold and Lieutenant Hobson and Charlette were to fire the torpedoes from the bridge.

Words cannot paint the cool, matter-of-fact heroism of these enlisted men, so calmly confident of success in their audacious undertaking, so implicitly trustful in their young Lieutenant who was to lead them, so oblivious of everything except that they were going in.

The outcome of this undertaking has been known since it occurred. Lieut. Hobson not only succeeded in carrying out his plan to the very letter, but every prophecy he made in connection therewith was completely fulfilled. The Merrimac reached its destination in that portion of the channel so narrow that this 7,000-ton collier could not be turned about in the channel promptly stopped the engines, dropped the anchor, exploded the torpedoes and the Merrimac was at the bottom of the channel in less time than it takes to tell the tale.

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The P. I. Coming Into Camp.

The resolutions adopted by the Chamber of Commerce of Fort Wrangel, condemning the position taken by the Seattle P. I. toward Fort Wrangel, are beginning to bear fruit as the following editorial, from that paper dated June 13 will show. It says:

"The Chamber of Commerce of Fort Wrangel has adopted a series of resolutions in which it declares that the Post-Intelligencer has 'libeled' that town and has refused to publish the facts.

"In reply, the Post-Intelligencer declares the statement as to its refusal to publish any facts in which its attention has been drawn to be a falsehood.

"The truth is that the Post-Intelligencer has published impartially such news concerning the town and the route as has come to it from trustworthy sources. Last winter this paper was indirectly made the means of deluding many poor prospectors by accepting as reliable the assurances of men who professed to be familiar with the Stikkeen route that it was a perfectly practicable means of reaching the Klondike. The reports spread so widely through this and other newspapers resulted in a great rush to Fort Wrangel, much to the benefit of the business men there. Later in the season when men who had attempted the journey came back disappointed, having spent their money unwisely and holding the Post-Intelligencer responsible to some extent for having unintentionally misled them, this paper gave them an opportunity to tell their side of the story.

"The rush to Wrangel took with it a number of gamblers and crooks, just as the rush to Seattle brought them here. The Post-Intelligencer related these things as a matter of news, just as it reports daily the doings of crooks and confidence men in this city.

"If the offense of the Post-Intelligencer is that it has faithfully chronicled the doings on the Stikkeen route and at Wrangel, it is likely to continue to be an offender.

"The article to which exception is taken does not say one word of an uncomplimentary character concerning the merchants or residents of Wrangel. It merely relates the doings of the 'saw-thing' visitors to that place.

"The Chamber of Commerce of Fort Wrangel would have done much more wisely, if instead of wasting a lot of printing on a long string of denunciatory resolutions, they had taken the news articles, whose truthfulness they impugn, and had pointed out the particulars in which they were wrong. Does the Chamber of Commerce regard as libelous the statements that the better class of Wrangel's citizens got together on Monday last and are determined to put the town on an honest footing, if it can be done."

"The Post-Intelligencer intends to publish the truth about the Stikkeen river route and all other routes. It has a duty to perform to the general public, no less than that to the residents of the towns to be benefited by the respective routes.

"It intends to publish the news regarding the doings and whereabouts of thieves of all kinds, in order that the public may be put on its guard. It is and will continue to be its policy to correct any erroneous statements it may have made. It asks only that it be given the facts and they will be printed fully and cheerfully.

"The Post-Intelligencer desires the good-will of the people of Alaska, and will further their legitimate interests in every honorable way; but it does not propose to be bulldozed by threats, any more than it can be bought by any promises of favor to say that which is not true, or to suppress the truth when the suppression will mislead men to their loss."

It seems a little late for the P. I. to attempt to smooth matters over in this way. That paper reads the handwriting on the wall. It knows that Wrangel is the only town in Alaska which has a promising future, and is now trying to court its friendship. But until the P. I. shows its friendliness toward Wrangel in a more substantial way, it will not be trusted.

J. R. McKeand Returns.

Mr. J. R. McKeand, of Houghton, Mich., who left Wrangel about the 18th of March for Teslin Lake, returned to our city on the McConnell Thursday. In another column will be found an interesting letter from Mr. McKeand giving a clear and concise statement of the Stikkeen River route, as he found it. He says that had he understood the situation before leaving Vancouver as well as he does now, he could have been through to Teslin Lake weeks ago, but as it is he was misinformed and his outfit was his handicap. Mac has not lost heart, however, but will remain in Alaska until he has found that which he sought—his fortune.

Just received at our new stand in the Jackson building, a complete line of gents' ties, collars, half hose, shirts, underwear, dress shirts, straw and felt hats, also the latest patriotic badges. Special—One line ladies' fine kid ties, \$1.50. One line ladies fine kid button shoes, \$2.00. One line children's spring heel shoes, \$1.50 at Batchelor & Bernard's, 204 Front st.

"Chips" Cole arrived from the north on the steamer Discovery.

Wrangel's Water Supply.

To the Editor of the JOURNAL:

As the season advances, the urgent necessity for drinkable water becomes more and more apparent. In fact, if something is not done in the way of supplying the town with that life-giving and life-saving element, an epidemic may be safely prophesied. The subscriber has made diligent inquiries from the home inhabitants of the place and finds that this want has always been felt during a cold spell in winter and dry spell in summer; but not to such an extent as now, for the reason that heretofore, the one or two small springs sufficed to supply the small demand. The condition of affairs have, however, changed and the people of this town will soon realize the urgent necessity that exists for fresh water. I understand that abundant fresh water can be brought into town at a minimum expense as a starter. The gentlemen owning the right have informed me that they are willing to assist to the utmost extent of their powers in furthering any scheme to supply the town, that they have spent considerable money in preliminary surveys and other work, and that the scheme of bringing in water is unusually feasible. As a purposed permanent resident of the town, I would urge the inhabitants of the town to each contribute their quota in furtherance of this much needed enterprise, and to get at it at once.

Yours truly, SUBSCRIBER.

Children's Day.

An unusually attractive program of the exercises at the First Presbyterian church will be given on Sunday evening next at 8 o'clock. The house will be properly decorated and great care is being taken to give the citizens of Wrangel an enjoyable evening.

The following program will be rendered:

PROGRAM.

- 1 Song, by school and congregation.
 - 2 Prayer, by pastor.
 - 3 Song, by school and congregation.
 - 4 Introduction, by Mary Sundmacher.
 - 5 Responsive reading.
 - 6 Song, by children's class.
 - 7 Recitation, by Miss Beebe.
 - 8 Song, dialogue, by gleaners.
 - 9 Recitation, by Miss Raymond.
 - 10 Quartet, "By Boys in Blue."
 - 11 Class Exercises, "God is Love."
 - 12 Recitation, by Lulu McGhee.
 - 13 Song, "Little Lights."
 - 14 Recitation, by Miss Hunt.
 - 15 Solo, by Miss Sanger.
 - 16 Recitation, by Pearl Beckett.
 - 17 Solo, by Mrs. Mulkahy.
 - 18 Address, by Supt. Manson.
 - 19 Quartet, led by Miss Barnes.
 - 20 Collection.
 - 21 Solo, by M. Porter.
 - 22 Announcements.
 - 23 Song, by congregation.
- Adjournment.

The Newspaper Man's Grave.

"Whose lonesome deserted grave is that down there in the hollow?" asked the stranger of an old resident of a thriving little town in British Columbia the other day.

"Ah! that," said the old resident, "that's the newspaper fellow that was buried down there while this town was a village. Good enough fellow, too," he soliloquized, "but made a big mistake."

"How so?" asked the stranger.

"Well," replied the old timer, "he came here and started a paper and did a curious thing—didn't abuse anybody, treated everybody alike, gave the news as it occurred and tried to mind his own business. Rather an able chap, too, but it didn't work."

"What didn't work?" queried the stranger.

"Why, minding his own business," said the old man. "You see, some of the business men took it into their heads 'cause he didn't abuse others that he was ag'in them and so it went. The fellow took sick after awhile and died, and he was buried down there in that hollow 'cause he hadn't enough friends left to pack him up the hill to the burying ground. But the chap that is here now is all right. He changed the name of the paper from Pacific to the Agitator and he has been stirring them up ever since. Yes sir, he's all right. Averages two fights and a law suit a month, and has fit seven duels since the Agitator started. He is a much respected man in this community.—Ex.

Given His Passport

A copyrighted special from St. Thomas to the New York evening Journal, says:

Suspected of having furnished the United States with information of San Juan harbor, Walter Bett, Secretary of the British Consulate at that port has received his passports and has been banished from Port Rico by order of Governor General Mancias.

Bett was imprisoned in a dungeon for fifty-six hours, and during that time was subjected to gross mistreatment.

British Consul General Crawford has made a formal protest to his government, and serious international complications are imminent.

If your paper is marked with an X it signifies that your subscription is due and prompt payment desired.

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OF

JOB WORK

TO SUIT THE TIMES

Owing to the general reduction of prices by landlords and merchants we will for the next 30 days give special rates for all classes of

JOB WORK

Call and get prices.

STIKEEN RIVER JOURNAL

NOTICE

We desire to announce to the general public that we have on hand a complete line of

General Merchandise

Consisting of Groceries and Provisions, Clothing, Boots and Shoes, Rubber Goods, Mackinaws, and a Full Line of

Miners' Supplies Reid & Sylvester The Pioneer Merchants, FORT WRANGEL, ALASKA

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Now is the time to procure your supplies and tie yourself to the

FAMOUS GOLD FIELDS OF ALASKA

There is only one reliable route and that is via

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The Canadian Pacific Navigation Company is now operating the most complete line of ocean and river steamers consisting of the

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And the Magnificent Steel River Steamer

"IRVING"

Safe, Sure, Speedy.

Canadian Pacific Navigation Company JOHN IRVING, Manager.

NOTICE TO MARINERS. Dominion of Canada, British Columbia, Buoyage of Northern Channels.

The following buoys were placed by the D. G. S. "Quadra" this week:

1. A middle ground steel can buoy on Ripple rock. Race passage, between Thurlor and Helmen islands. There is only ten feet on a plane rock where seven fathoms are shown on the charts.
2. A steel platform buoy, surmounted by a pyramidal slatwork with a diamond at the apex, on Dallpatch. Seaforth channel, replacing the spar buoy heretofore mentioned there.
3. A black steel can buoy on Hewitt Rock, Hilkish narrows, close to the 10 foot spot.

WM. P. ANDERSON,
Chief Engineer,
Dominion Department of Marine and Fisheries.

Fort Wrangel, Alaska 29th April, 1908.

N. B. Whitfield,

Civil Engineer AND U. S. DEPUTY MINERAL SURVEYOR

438 Front Street, Fort Wrangel, Alaska

Fred Salaman

Washington Place off Front St. Alaska

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GROCERS

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A Full Line of

General Merchandise

309 Front Street, Wrangel, Alaska

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FUR CO.,

PROVIDENCE, R. I.

Wants all kinds of raw furs, skins, ginseng, seneca, etc.

Prices quoted for the next sixty days are as follows:

Silver Fox	\$15.00 to \$150.00
Bear	5.00 to 25.00
Otter	4.00 to 9.00
Martin	2.00 to 9.00
Beaver, per pound	3.00 to 3.50
Wolf	1.00 to 2.00
Red Fox	1.00 to 2.00
Mink	.75 to 2.00
Skunk	.25 to 1.00
Gray Fox	.50 to .75
Rat	.20 to .25

Price list on all other furs and skins furnished on application. Full prices guaranteed, careful selection, courteous treatment, and immediate remittance on all consignments.

Oscar C. Stone,

ATTORNEY AT LAW.

Office: On Second street, near First Presbyterian Church.

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Manufacturing Jeweler.

Alaska Stones a Specialty. Miniature Totem Poles made to Order. Fine Photographic Views of Wrangel, 25c. Mail Orders, Receive Prompt Attention

OPTICIAN Glasses specially fitted. Mr. Carlon is a graduate of the Chicago Ophthalmic College.

Watches, Clocks, Order Pins, Etc.